LETTER

Transport Engineering

REF: N139020

DATE: 9 September 2019

EG
Level 21, Governor Phillip Tower
1 Farrer Place
SYDNEY NSW 2000

Attention: Christopher Fenton

Dear Christopher

RE: 524-542 PACIFIC HIGHWAY, ST LEONARDS – PROPOSED MECHANICAL CAR PARKING

Further to our recent discussions, we confirm that a mechanical parking solution is the most appropriate way to provide efficient on-site parking for the proposed development.

As detailed in the Transport Impact Assessment (GTA Consultants, 30 November 2018), the existing Telstra exchange footprint and associated access requirements constrain the available site area for parking and car park access. As such, a car stacker system is the only feasible way to incorporate any significant on-site parking provision. It is expected that the car stacker system can accommodate 160 spaces, with two car lifts proposed to allow the vehicles to enter the stacker. This parking would be used by residents and commercial tenants.

In terms of car stacker operation, the following should be noted:

- The one-way circulation through the site and car stacker for vehicles entering from Christie Street and exiting onto the Pacific Highway limits potential vehicle conflicts.
- Queuing analysis completed as part of the Transport Impact Assessment indicated peak period queuing of 2-3 vehicles is expected.
- Site access is on the western side of the site, while the proposed car stacker is on the eastern side, maximising the available internal queuing distance. When combined with the distance along Christie Street between the site access and the Pacific Highway, there is a significant queuing distance available before Pacific Highway traffic operation is affected.
- Queuing on entry represents a low risk that can be further mitigated by operational protocols (e.g. for vehicles to continue past the access if there is an issue entering).
- Vehicles exiting the car stacker do so at a higher level to the entry point, with vehicles then turning left directly onto the Pacific Highway.
- A gap acceptance assessment completed as part of the Transport Impact Assessment indicated that there are sufficient gaps in traffic flow from the upstream Albany Street traffic signals for vehicles to exit in a timely manner.

It is expected that an Operational Management Plan would be prepared and assessed in further detail at the DA stage. This would allow the management of resident and commercial tenant expectations and the mitigation of any potential queuing issues that could arise with breakdowns or other issues.

I trust the above is clear. Naturally, should you have any questions or require any further information, please do not hesitate to contact me on (02) 8448 1800.

Yours sincerely

GTA CONSULTANTS

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Director

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